

STATE OF CALIFORNIA
OFFICE OF THE ADJUTANT GENERAL
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CA ARNG Regulation
No. 95-1

14 May 1993

Aviation
ARMY AVIATION: FLIGHT REGULATIONS

Summary. This regulation covers aircraft operations, crew requirements and flight rules to be used by the CAL ARNG. It is to be used with NGR 95-1/AR 95-1. References in this regulation are to the NGR 95-1, unless otherwise annotated.

Supplementation. Supplementation of this regulation is prohibited without prior approval of CAAO.

Interim Changes. Changes to this regulation will be issued with instructions for posting. Consecutive numbered changes will be issued in the form of complete pages. Interim changes are not official unless authenticated by the Office of the Adjutant General. Interim changes will remain in effect until superseded or rescinded.

Suggested Improvements. Recommendations for changes to this regulation are encouraged. These recommendations will be made in writing through command channels to CAAO. Changes resulting from State Standardization Conferences will be incorporated into this regulation on an annual basis.

Gender. Whenever the word "he" is used in this regulation, it is intended to include both the masculine and feminine gender, unless otherwise indicated.

CAAO. CAAO refers to the Director, Army Aviation, Office of the Adjutant General, which is the proponent for this regulation.

CHAPTER 2
FLIGHT PERSONNEL

Aircrew requirements.

2-1f (ADD) Units will insure the records of aviators joining the CA ARNG will be reviewed by the supporting facility commander before the accession packet is forwarded from the unit. The facility commander will determine the training requirements, accident history of the individual, and suitability of the aviator for the CA ARNG aviation program. Based on this review the facility commander will return the records to the unit commander with a written recommendation to continue or not to continue the accession process.

2-1.1c (ADD) All CAL ARNG aircrew members will be in a duty status for all flights.

Logging Flight Time.

2-6a (3) (b) (ADD) Copilots must be qualified and current in type.

CHAPTER 3

OPERATIONS AND SAFETY SECTION I USE OF ARMY AIRCRAFT

Prohibited missions.

3-2a(3) (ADD) CAL ARNG aircraft will not be arbitrarily flown to locations where the presence of Army aircraft or military personnel may compromise the mission or the image of the CAL ARNG. Flights to airfields for the sole purpose of consuming meals are prohibited, unless directed to do so in conjunction with an authorized mission.

3-2.2 (ADD) External load operations over the public domain require the approval of CAAO. The public domain is defined as property and traffic ways that the public has ready and unlimited access to. Established Local Training Area (LTA) and military posts are exempt from this requirement for operations conducted within these areas.

Passenger restrictions.

3-3a (5) (ADD) Mountain aircrew training, NVG and terrain flights are considered hazardous training. Qualified crews may carry passengers on these flights only when required to complete the mission.

3-3c (ADD) All military air passengers will be in some type of duty status, i.e., AT, ADSW, ADT, IDT, Active, etc. Documentation verifying a passenger's duty status must be provided prior to the flight.

Safety procedures.

3-4j (ADD) When carrying passengers, cargo or equipment with the UH-1/UH-60 cabin doors open, a crewmember (other than the pilot and copilot) must be on board. Doors will be secured in the full aft position.

3-4k (ADD) With multiengine airplanes, the engine near the door will be shut down or feathered prior to loading and unloading passengers.

3-4L (ADD) Aircraft which have executed a precautionary or forced landing will not be flown until cleared by qualified maintenance personnel authorized by the AASF/AAFA or unit commander, as appropriate.

3-4m (ADD) Terrain flight is prohibited unless the crew is qualified or receiving instruction from a qualified UT, IP, or SP at one set of the controls.

3-4n (ADD) Live armament.

(1) Ammunition will not be loaded in aerial weapons systems for transient flights. Aircraft weapon systems will be loaded only when engaged in actual firing exercises.

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(2) The USASC "Guide to Aviation Resources Management for Aircraft Mishap Prevention", will be used to insure compliance with armament safety standards.

Crew endurance

3-5 (ADD) The duty day begins when a crewmember reports to his civilian employment, flight facility, or unit, whichever occurs first.

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SECTION II

AIRCRAFT MAINTENANCE

Maintenance operational check (MOC)

3-18 (ADD) Helicopter RON PMD. When no qualified maintenance officer, crew chief, or aircraft mechanic accompanies the crew and no appropriate maintenance is available at a RON destination, the mission will be restricted to only one additional day's flight. Only the CAAO can grant exceptions to this policy. The RON crew (pilot or AO) will accomplish the PMD IAW the PMD checklist. The helicopter must be taken during the next day of flight to a location where a qualified maintenance officer or aircraft mechanic will conduct the PMD, inspect, and release the aircraft.

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Emergency procedures training.

4-4b(2) (ADD) During simulated anti-torque failure maneuvers, if actual touchdown is going to be accomplished, it will be to a smooth paved surface.

4-4b(8) (ADD) RL3 aviators undergoing instrument refresher training may perform pilot duties with an instrument UT at one set of controls. All other times RL3 aviators will perform pilot duties only with an IP, SP or IE at one set of controls.

4-9b (ADD) Intentional flight into known or forecast IMC by a unit trainer is prohibited when conducting instrument refresher training with an RL3 aviator.

Flight crews.

4-5f (ADD) No M-day aviator will maintain currency in more than two aircraft nor be a current IP, or UT in more than one aircraft without the written approval of CAAO. FTS operations officers will be current in no more than two aircraft and IP in one.

Pilot in Command

4-6b (ADD) AH-1 aviators who have completed all RL 1 training except aerial gunnery qualifications, may fly as a PC.

Pilot (PI)

4-8b (ADD) RL 3 aviators will perform pilot duties only when an IP, SP, or IE is at one set of controls. An RL 2 aviator may fly with a PC on any mission that does not require him to perform tasks that he is not current and qualified in.

Instructor Pilot (IP)

4-18b(1)(c) (ADD) OH-58 and AH-1 IP's who have completed an approved instrument instructors course and have been evaluated and recommended in those aircraft by an IE, may be designated by CAAO to perform instrument evaluations in the OH-58 and AH-1 as appropriate.

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FLIGHT PROCEDURES AND RULES

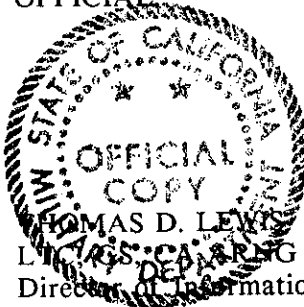
5-2d(2)(d) (ADD) The briefing officer will be the approving authority.

5-2d(2)(f) (ADD) The aircrew must request and review PIREPs prior to departure.

(CAAO)

BY ORDER OF THE GOVERNOR:

OFFICIAL:



TANDY K. BOZEMAN
Major General
The Adjutant General

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